

Table 5.1—Committed Funds in *Transportation 2035* (\$ in millions)

	SPONSOR	DESCRIPTION	FED.	STATE	REG.	LOCAL	TOTAL
1	CMA	Widen I-680 for SB HOV/HOT lane from SR-237 to SR-84 (includes ramp metering and auxiliary)	5.4	136.9	14.3	72.0	228.6
2	CMA	Widen I-580 for EB and WB HOV and auxiliary lanes from Tassajara Road to Greenville Road	15.6	216.6	40.0	0.0	272.2
3	CMA	Extend NB I-880 HOV Lanes north from Hacienda	0.0	155.5	0.0	0.0	155.5
4	CMA	Central Alameda County Integrated Corridor Mobility Program (including adaptive ramp metering)	0.0	32.5	0.0	0.0	32.5
5	CMA	Soundwalls	0.0	10.0	0.0	0.0	10.0
6	CMA/ ACTIA	Bicycle and pedestrian projects and programs	0.0	0.0	0.0	200.0	200.0
7	ACTIA	I-580 on- and off-ramp improvements in Castro Valley	1.9	7.3	0.0	25.7	34.9
8	ACTIA	Transit enhancements funded by transit center development funds	0.0	0.0	0.0	4.0	4.0
9	ACTIA	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	0.0	0.0	0.0	130.0	130.0
10	ACTIA	I-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges	0.0	0.0	0.0	5.1	5.1
11	BART	New West Dublin/Pleasanton BART Station	0.0	0.0	0.0	80.0	80.0
12	BART	BART-Oakland International Airport connector	25.0	30.5	99.0	314.0	469.0
13	Caltrans	I-880/SR-92 interchange improvements	0.0	0.0	235.4	9.6	245.0

	SPONSOR	DESCRIPTION	FED.	STATE	REG.	LOCAL	TOTAL
14	Caltrans	Reconstruct I-880/SR-262 interchange and widen I-880 from SR-262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	13.4	51.0	30.3	92.0	186.8
15	Caltrans	Widen I-880 for SB HOV lane from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	0.0	94.6	13.4	0.0	108.0
16	Caltrans	I-880/Oak Street on-ramp reconstruction	0.0	26.7	0.0	0.0	26.7
17	Caltrans	Extend HOV lane on I-880 NB from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	0.0	0.0	16.9	0.0	16.9
18	Caltrans*	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes, includes auxiliary lanes on I-880 between I-238 and "A" Street	0.0	35.0	0.0	75.6	109.2
19	Caltrans*	SR-84 WB HOV on-ramp from Newark Boulevard	0.0	0.0	0.0	0.8	12.5
20	Caltrans	SR-84 WB HOV lane extension from Newark Blvd. to I-880.	0.0	0.0	11.4	0.0	11.4
21	City of Alameda	Extend Stargell (formerly Tinker) Avenue from Webster Street (SR-260) to 5th Avenue	1.1	4.0	0.0	13.5	18.6
22	City of Berkeley	Ed Roberts Campus at Ashby BART Station	12.4	7.3	0.0	23.3	43.0
23	City of Dublin	Iron Horse bicycle, pedestrian and transit route	0.0	0.0	0.0	10.9	10.9
24	City of Fremont	SR-262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation), Phase 2	0.0	0.0	0.0	52.0	52.0
25	City of Fremont	Construct infrastructure for future Irvington BART Station	0.0	2.4	0.0	0.0	2.4
26	City of Fremont	Widen Kato Road from Warren Avenue to Milmont Drive	0.0	0.0	0.0	3.0	3.0

	SPONSOR	DESCRIPTION	FED.	STATE	REG.	LOCAL	TOTAL
27	City of Fremont	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	0.0	0.0	0.0	8.5	8.5
28	City of Fremont	Washington/Paseo Padre Parkway Grade Separation	0.0	34.4	10.0	64.2	108.6
29	City of Hayward	SR-238 Corridor Improvements between Foothill Boulevard/ I-580 and Industrial	0.0	0.0	0.0	111.0	111.0
30	City of Hayward	I-880 Auxiliary Lane West A to Winton	0.0	32.5	0.0	0.0	32.5
31	City of Hayward	I-880 Auxiliary Lane from Whipple Road to Industrial Pkwy	0.0	19.5	0.0	0.0	19.5
32	City of Hayward	I-880/SR-92 Relieve: Clawiter-Whitesell-SR 92 interchange	0.0	51.9	0.0	0.0	52.0
33	City of Hayward*	I-880/Industrial Parkway West interchange, Phase 2	0.0	10.0	0.0	0.0	26.3
34	City of Livermore	Las Positas Road Connection, Phase 2	0.0	0.0	0.0	6.4	6.4
35	City of Livermore	West Jack London Boulevard Extension	0.0	0.0	0.0	18.1	18.1
36	City of Livermore	Construct 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway	0.0	0.0	0.0	10.0	10.0
37	City of Livermore	I-580/Isabel Interchange improvements, Phase 1	11.3	68.0	0.0	73.7	153.0
38	City of Piedmont	Traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue intersection in Piedmont	0.0	0.0	0.0	0.3	0.3
39	City of Pleasanton	I-580/San Ramon Road/Foothill Road interchange improvements	0.0	0.0	0.0	2.0	2.0
40	City of Pleasanton	I-680/Bernal Avenue interchange improvements	0.0	0.0	0.0	16.0	16.0
41	City of San Leandro	Washington Avenue/Beatrice Street interchange improvements	0.0	0.0	0.0	2.5	2.5
42	City of San Leandro	I-880/Marina Blvd Interchange	0.0	33.0	0.0	0.0	33.0
43	City of San Leandro	I-880/Davis Street Interchange	0.0	22.0	0.0	0.0	22.0

	SPONSOR	DESCRIPTION	FED.	STATE	REG.	LOCAL	TOTAL
44	City of Union City	Union City Intermodal Station, Phase I	16.2	17.0	0.0	6.8	40.0
45	WETA**	Berkeley/Albany to San Francisco ferry service	3.0	36.3	15.6	0.0	56.6
46	WETA**	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service	0.0	0.0	12.0	0.0	20.0
			105.3	1,134.9	498.3	1,431.0	3,215.5

* Project applications do not show consistent or complete funding sources, and therefore numbers may not total project costs. Table will be updated to correct this in the final report.

** These are Resolution 3434 projects and the funding sources identified do not add up to the project cost. MTC is proposing to fund the difference from Financially Constrained funds, which have not been included in the Board approved CWTP Investment Plan.

Revenues Available for New Investment

MTC has identified a target of \$7.1 billion for Alameda County for the 25-year planning horizon. There has been no clear direction on amount of funds from the traditional State and Federal transportation sources. Further, as noted previously, HOT Lane revenues will be included in the financial projections for the first time.

The CMA Board adopted the policy that all federal funds (STP, CMAQ) would be allocated for maintenance of local streets and roads and transit capital replacement; in 2005, this amounted to \$2 billion. In addition, the financially constrained plan would assume the 25-year forecasted revenues from the State Transportation Improvement Program amounting to \$1,123 million and HOT Lane revenues would equal \$1.7 billion. The balance of funds in the MTC revenue estimates are from unknown sources.

Proposition 1B Revenues

Recognizing the significant need to improve the transportation infrastructure, California voters approved Proposition 1B in 2006 which allowed the State to issue revenue bonds for transportation improvements. This is the first new State revenue source for transportation improvements since the TCRP was approved in 2000. Proposition 1B provided \$20 billion statewide for additional transportation projects in the following categories: